

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 9:57 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 399 Const Calendar Day: 158 Date: 09-Nov-2012 Friday
Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** **Condition**Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.Inspector: Victor Altamirano (8 hours regular time)
Date: 110912**Field Work –**

Workers were doing cable wrapping of the s-wire mid-bay between PP 90 and PP 92 using the pull machine working uphill. During the middle of the wrapping it was discovered that there was a small gap between s-wires where they missed. They had done about 2 full wraps when they found the separation. Workers did a cad weld on the small gap to get the wires re-connected. After doing the cad weld, workers began wrapping the cable.

Later, workers began installing new set of shims on the push machine. Workers used a grinder to grind the sides to fit the shoes on the machine. In the afternoon, I informed ABF to remove the Teflon shoes given that the shoes appeared to be removing a good amount of paste during wrapping of the s-wire. ABF wanted to chamfer the Teflon shoes and CT lead indicated that was OK. ABF informed the workers to chamfer the shoes in its longitudinal side and to raise two of the four shoes during wrapping. Workers proceeded with wrapping and it appeared to have worked. The shoes did not remove a significant amount of zinc paste after the change was made. They did a butt splice on the s-wire after workers had to replace the spool of wire. About 17 feet of cable wrapping was completed with the push machine.

Office work: Worked on diaries.

